









of dealing with this water presents great difficulties, but energetic measures are being taken. This inhabitants of Inawashiro and the adjacent district escaped with their furniture at the time of the eruption, as though a military invasion had taken place. The wounded are receiving treatment at the School-house in Inawashiro. Their condition is shocking. Some have fractured skulls; others, broken limbs, and the faces of a few are battered so as to be unrecognisable. At present the number of patients is 20. Owing to scarcity of medical aid great difficulty is experienced in ministering to their wants. There are about 1,000 persons in need of help, but means of relieving them are at hand. I append a table showing the numbers of killed and wounded. It shows that some places escaped comparatively uninjured. But on the other hand, a few villages were completely overwhelmed. Up to to-day (16th) the corpses recovered number 45. Three hamlets near the village of Hihara are said to have buried altogether, together with the whole of their inmates:—

VILLAGES IN THE INAWASHIRO DISTRICT.				
Name of Village	Hamlets	Households	Injured	Lost
Yoshida	1	17	10	4
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At a spot called Kawakami there were, it is said, some fifty-five visitors, all of whom were probably killed. At another spot, Inawashiro, about thirty visitors were staying, and they also are supposed to have perished. Report further says that on the morning of the disaster, several farmers from the villages around went out with horses to cut fodder in the hills, but there is uncertainty about their number.

The *Clova Shimbun*, immediately on hearing of the eruption, despatched a special reporter to the scene who returned to the capital on the 10th inst. According to his account the villages round Bandai-san heard strange rumbling sounds and felt shocks of earthquake from the 13th. These phenomena continued intermittently for two days and nights, but not being attended by any serious result, no great disquietude was felt. On the morning of the 15th, at about 8 o'clock, the smaller Bandai-san trembled and roared as though a hundred thunderbolts were coming down. Almost immediately afterwards, ashes began to fall, the sky suddenly grew dark, and the rumbling sounds continued, accompanied by violent earthquakes and the flare of dazzling flame. The crest of the smaller Bandai-san appeared to be lifted bodily upwards and then to fall again with a tremendous noise. Then followed showers of red mud mingled with large stones, spreading havoc around. Such, indeed, was the nature of nearly all the matter ejected, red mud without small stones, but accompanied occasionally by heavy rocks. Above the mud fell a few inches of ashes. In five villages, Iwase, Yozan, Wakamiya, Misato, and Hihara, the greater part of the houses were buried to a depth of from 7 to 20 feet. The state of the bodies recovered is terrible. Some are literally cut to pieces; others are hurled so that it is scarcely possible to distinguish between men and women. A few corpses were found suspended in the branches of trees which had caught them as they fell. Up to the 17th the number of bodies recovered is 476. It is believed that 61 still lie catombed. The wounded number 41. Eighty-seven houses have been destroyed. The inhabitants of Inawashiro and the adjacent villages fled to Wakamatsu and other places when the eruption occurred, but on the arrival of the Government troops on the scene of disaster and the gradual subsidence of the commotion, they recovered confidence and returned to their homes.

We have yet to learn the harrowing details of individual suffering caused by the calamity. The *Mainichi Shimbun* mentions one. A woman fled from the eruption with her child tied on her back. As she stumbled onwards, a large, red-hot stone flew past and smashed the body. Its blood was scattered all over the mother's body, but she, strange to say, escaped uninjured, and carrying her burden managed to reach Wakamatsu.

From researches made by the Tokyo Geological Bureau we learn that ancient histories do not record any eruptions at Bandai-san. In a book called *Karb-dan*, however, it is stated that the mountain was once in a flaming condition and that the country about its base, to a distance of 10 ri, abounded in sulphur, from which poisonous vapours ascended. The same authority adds that since the formation of Lake Inawashiro the flames and smoke had ceased and noxious gases were no longer generated. Another book (*Togoku Ryakuden*) says that from a lofty peak named *Bandai-san*, situated on the edge of Lake Inawashiro, flames emerged and the smoke seemed to scorch the firmament. A similar statement occurs in the *On Benran-shi*. These records and evidence obtained *in situ* show that the mountain was an active volcano within historical times. As regards the effects of its activity, no information is on record. The "Geography of Aizu" had this passage:—"In ancient times there was a landslide at Bandai-san. The Su-gawa river was dammed by it and Hihara was inundated. Neither the date nor the cause of the catastrophe is given, but the village of Hihara seems to have suffered then just as it has done now. Generally speaking, the districts bordering Kaga, Echigo, Echizen, Uzen, and Ugo are liable to accidents of this nature. An old work states that in the year 805 A.D. a lake was suddenly formed with an island in the centre, and that the lake is the present Inawashiro and the island Okina-jima. We have further the following records with regard to places in the district surrounding Bandai-san. In the summer of 1595, a lake near the Shiragi-naka, at Numaji-toke, was almost obliterated. In August, 1611, a great earthquake occurred in the district. A mountain crumbled away, and the course of the Hihashi river being obstructed, a lake called Yamashiro was formed. In September, 1831, a flood devastated the country. The great earthquake of 1611 did not confine its ravages to the creation of one new lake. The crumbling of the hills dammed another stream near the village of Itozu and three new lakes made their appearance. The falling rocks blocked up the channel of the Agawa and a water-fall 10 feet in height was produced. Between 1751 and 1763, a mountain near the village of Banai-ya crumbled away and a lake was formed.

All these accounts go to prove that the Bandai-san district used to be actively volcanic at not very distant dates, and that frequent subterranean changes occurred. An eruption at the present time cannot, therefore, be greatly wondered at.

#### YOKOHAMA ENGINE AND IRON WORKS, LIMITED.

The first annual general meeting of shareholders of the Yokohama Engine and Iron Works, Limited, was held on July 10th in the Chamber of Commerce Rooms. Among the present were: Messrs. A. Carter, J. F. Lowder, R. S. Jones, J. Kiehl, J. Dodd, S. D. Hapburn, J. Johnston, W. Bennett, C. D. Hall, J. Burton, D. Gillett, F. Gillett, O. Kell, E. Blane, J. Curtis, E. Kildayle, (manager), G. Charlesworth (secretary). Mr. A. Carter took the chair.

The Secretary read the advertisement calling the meeting and the minutes of the previous meeting. On the motion of Mr. D. Dodd, the report and accounts as circulated, (and published in our issue of the 17th inst.) were taken as read. The Chairman, in calling attention to the item of "stock as per inventory, \$60,111.25," pointed out that the stock of the company was taken at the lowest market price. The directors had not taken into consideration the market value of the material—only the cost of importation. In reference to the Kobe property, he referred to the advantages to be gained by its purchase. It was a valuable property, having a frontage of three hundred feet on the water, and being adjoined by deep water. It was surrounded on three sides by the railway compound, and had been obtained at a very reasonable figure indeed. The plant, material, and buildings had been got for actually less than the buildings were put up for. He added that, as many small steamers frequent Kobe, there must be a good deal of engineering work to be done.

Mr. Lowder was sure all would agree with him in endorsing that paragraph of the Directors' Report which congratulated the shareholders on the success of the company during its first year, a success which he thought, and he was sure all present thought the same, was entirely due to the energy of their managers. He would not be thought invidious, he felt certain, if he especially named Mr. Carter as deserving the thanks of the shareholders. (Applause.) He had much pleasure in proposing that the report and the accounts be adopted.

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Mr. Johnston seconded. Mr. Carter thanked Mr. Lowder for his kind remarks, but thought he personally had done no more than the rest of the directors. Great part of the success of the company had been due to the success of Mr. Kildayle, ably seconded by Mr. Charlesworth, secretary. (Applause.)

Mr. Lowder's motion was put to the meeting and carried unanimously. The Chairman then called attention to the paragraph in the report as to the retirement of Messrs. C. D. Harman and J. S. van Buren.

Mr. Dodd asked whether there was any special object for having two directors in Hongkong, and whether that object had been served. The Chairman said there was a special object, and it had been accomplished.

Mr. Dodd proposed the re-election of the five remaining directors. Mr. Lowder seconded, on the understanding that it involved a permanent reduction of the number of directors.

Mr. Johnston pointed out that as the remaining five directors did not retire, there was no necessity to reappoint them. Mr. Dodd's motion was then changed to read as follows:—"That the number of directors for the coming year be limited to five."

This was carried. Mr. Lowder proposed and Mr. Hepburn seconded the re-election as auditors of Messrs. H. A. Robertson and O. Kell.

This was agreed to. In reply to Mr. Dodd, the Chairman said the Kobe property had cost, exclusive of buildings, \$42,000; the buildings, material, &c., amounting to \$1,500.

On the motion of Mr. Lowder a vote of thanks was accorded to the Chairman, and the meeting terminated. —*Japan Mail*.

#### NEWS BY THE AMERICAN MAIL

The Pacific Mail S.S. Co.'s steamer *City of Rio*, Capt. Wm. Ward, with the American mails of the 30th ult., arrived in harbour yesterday afternoon. We take the subjoined telegrams from our American exchanges:—

LONDON, June 27th. English aid is coming to the help of the Nicaragua canal. For some time past agents of rival schemes have been over here urging the co-operation of British shipowners. The shipowners have given careful consideration to all that has been urged by the various canal agents, and as a result of these deliberations, which have extended over a year, upwards of sixty of the leading shipowners and merchants of the United Kingdom held a meeting at Liverpool yesterday and pronounced their decision. R. R. Lockett, of Liverpool, was chairman, and those present were unanimous in passing the following resolution, which was greeted with enthusiasm, being moved and seconded by the Chilean Consul, Thomas Bain, and Henry Shield, the head of the Liverpool Iron works.

This meeting of merchants and shipowners of the port of Liverpool, having heard with satisfaction the explanation given by L. L. Blackman, President of the American Atlantic and Pacific Ship Canal Company, relating to the plans of the company for the construction of the Nicaragua ship canal, and having regard to the opinions expressed by James Abernethy, C.E., and Sir George Brice, C.E., of London, past and present Presidents of the institution of civil engineers, to the effect that after a careful examination and comparison of the various plans for the construction of an interoceanic ship canal across the territory of Nicaragua, they are satisfied that the plans submitted by Blackman are preferable to any others, both as regards the working and maintenance of the canal, its cost of construction and the time required for its completion, and owing to the great width of the waterway and capacity of the locks proposed the canal will afford ample facilities for all traffic, however great, that may pass through it as will possess the great advantage that vessels can navigate at or near full speed and pass each other without damage or delay, which is not practicable in the usual type of canal of restricted width.

That a ship canal across the territory of Nicaragua constructed according to the plans which have been submitted to the meeting by Blackman, president of the American Atlantic and Pacific Ship Canal Company, would be of the first importance to commerce, and especially to the commerce of the United Kingdom of Great Britain and Ireland and to that of the United States of America.

The meeting regrets to learn that owing mainly to the existing dispute between the Government of Nicaragua and America concerning the concessions granted by the Government to the company, the carrying out of the project has hitherto been delayed, and trusts that the Government and company may speedily settle their differences, and that the undertaking may be placed on such a basis that ample security will be afforded for capital seeking to be invested in connection with it. All the money necessary to build a canal in connection with the previously secured American capital has now been provided, and England will prove a good second to the United States in completing the work.

The Secretary of the American Mail S.S. Co. has just received from the Pacific Mail S.S. Co. the following telegram:—"The steamer *City of Rio*, Capt. Wm. Ward, with the American mails of the 30th ult., arrived in harbour yesterday afternoon. We take the subjoined telegrams from our American exchanges:—

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considered advisable by the agent to keep the India China Steam Navigation Co. Steamer *Yanwo* in the port all night, in case further trouble should arise, and many of the ladies availed themselves of this hospital shelter for the night. A meeting at the Consulate under the auspices of H.B.M.'s Consul, Mr. Ayton, resulted in a foreign patrol being maintained all night, the Customs property being of course guarded by the Customs Staff. The mob did not appear to be a vicious crowd, but seemed mainly anxious to make a demonstration, though the constant patrol of the foreign residents no doubt served greatly to restrain them. We do not anticipate further trouble and trust that we shall have a quiet Sunday.

#### Today's Advertisements.

**CAUTION.**

SOME ROCKS near the CANTON STEAMER WHARF will be BLASTED at about 5 P.M., on the 31st instant. All persons on shore or in boats are warned not to approach too near the spot.

By Order, W. M. DEANE, Captain Superintendent of Police. Hongkong, 30th July, 1888. [751]

**THEATRE ROYAL, CITY HALL, HONGKONG.**

**TO-MORROW EVENING, JULY 31ST, 1888.**

**THE AMERICAN MUSICAL COMEDY AND OPERA COMPANY.**

Directors: [Mr. PEMBERTON W. WILLARD, JOHN F. SHERIDAN.]

Will appear as above in PAULTON & JAKOWSKI'S COMIC OPERA IN TWO ACTS, ENTITLED "ERMINIE."

CAST OF CHARACTERS. Marquis De Ponvert, Mr. H. M. IMANO. Eupene, CHARLES FISHER. Chevalier, WHIFFEN CRIPPS. De Brissac, H. HASSAN. Dufois, J. MANNING. Ravannes Two, A. SUTCH. Cadenax J. Theives, JOHN F. SHERIDAN. Simon Dellarney, MISS ABELINE PERAS. Simon, VERA PATEY. Erminie, MAUDE HARE. Cerise, FLO. MORRISON. Javotte, G. WHITEFORD. Princess, EVA LEXINGTON.

J. A. ROBERTSON, Conductor.

**THURSDAY, "FUN ON THE BRISTOL."**

with JOHN F. SHERIDAN in his original impersonation, The Widow O'BRIEN.

Prices \$3, \$4, and \$1. Plan at Messrs. KELLY & WALSH'S, LD.

All communications to PEMBERTON W. WILLARD, Hongkong Hotel. Hongkong, 30th July, 1888. [748]

**FOR NAGASAKI, KOBE & YOKOHAMA. THE Steamship "MORAY."**

Captain Duncan, will be despatched for the above Ports, on the 1st August, at 4 P.M. For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. Hongkong, 30th July, 1888. [721]

**"SHIRE" LINE OF STEAMERS. FOR LONDON AND HAMBURG. THE Steamship "MERIONETHSHIRE."**

Dowling, Commander, will be despatched for the above Ports, on the 3rd August. For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. Hongkong, 30th July, 1888. [595]

**CANADIAN PACIFIC STEAMSHIP CO. NOTICE TO CONSIGNEES.**

STEAMSHIP "BATAVIA," FROM SAN FRANCISCO, VANCOUVER, YOKOHAMA, AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. ADAMSON, BELL & Co., Agents. Hongkong, 30th July, 1888. [36]

**PACIFIC MAIL STEAMSHIP COMPANY. NOTICE.**

CONSIGNEES of Cargo per Steamship "CITY OF RIO DE JANEIRO"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. CHS. D. HARMAN, Agent. Hongkong, 30th July, 1888. [1]

**NOTIFICATION. CUSTOM HOUSE, Kowloon, 30th July, 1888.**

NOTICE is hereby given that FRIDAY NEXT, the 3rd August (6th Moon and 26th day), being the BIRTHDAY of HIS MAJESTY THE EMPEROR OF CHINA, will be observed as a HOLIDAY at the Kowloon Customs and Stations. All Examination of Cargo and Clearance of Junks will be entirely suspended on that date.

F. A. MORGAN, Commissioner of Customs. [750]

**FOR SALE. ONE GRAND UP RIGHT PIANO, almost new, and in good condition. PRICE \$200.**

Apply to A. B. c/o Hongkong Telegraph Office. Hongkong, 30th July, 1888. [749]

#### Anti nations.

**WANTED A FOREMAN ENGINEER** to take charge of a General Repairing shop of long standing; must be able to make drawings and be conversant with Patternmaking, Moulding, Fitting and Turning, in all their branches. State Salary required and where last employed. Address X. Y. Z., Office of this paper. [733]

**HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

THE FORTY-FOURTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 7, Queen's Road Central, on FRIDAY, the 3rd August, at 12 O'CLOCK NOON, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, and Electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from 21st instant to 3rd August, inclusive. By Order of the Board of Directors, T. ARNOLD, Secretary. [703]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS of this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the Twenty-fifth day of August, at TWELVE O'CLOCK NOON, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts to 30th June, 1888. By Order of the Board of Directors, T. JACKSON, Chief Manager. Hongkong, 27th July, 1888. [741]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be closed from the 11th (SATURDAY), to the 25th day of August next, both days inclusive, during which period no transfer of Shares can be registered. By Order of the Board of Directors, T. JACKSON, Chief Manager. Hongkong, 27th July, 1888. [742]

**NOTICE. THE CHINA FIRE INSURANCE COMPANY, LIMITED.**

THE CERTIFICATE No. 1,374, dated 30th June, 1885, of the Shares Nos. 4510/4525 in this Company, standing in the name of MR. GEORGE LEWIS, of Shanghai, has been LOST, and at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged. Dated 21st July, 1888. JAS. B. COUGHTRY, Secretary. [725]

**IMPAIRED VISION. LAWRENCE & MAYO'S PERFECT PEBBLES.**

MR. LAWRENCE is now in Hongkong and may be consulted at the HONGKONG HOTEL Room No. 20 daily from 8 A.M. to 6 P.M. (Consummation Fee).

**SPECTACLES FOR BLINDNESS.**

The symptoms indicating failure or irregularities of sight are frequently too long disregarded and either from ignorance or feeling of diffidence, the aid demanded by nature is withheld until serious mischief has been caused to the sight, often resulting in blindness. The following patients out of many hundreds have sent unsolicited acknowledgments of the benefit they have derived from the use of our Pebble Spectacles:—

The Earl & Countess Lindsay, Queen's Gate, London, S.W. Lady Kemball, 79 Queen's Gate, London, S.W. Lady Emily Digby, Coventry, England. S. R. Groom, Esq., F.R.G.S., Barrister at Law, Singapore.

The Hon. E. E. Isenmenger, Col. Treasurer, Singapore. R. Huddle, Esq., Deputy Master Attendant, Singapore.

Dr. Richard Bowman, L.R.C.P., Singapore. J. R. Allan, Esq., Singapore. Surgeon General W. Collis, M.D., India. Major General Sir M. Biddulph, C.B., India. Surgeon General A. E. Dale, M.D., India. Major General Murray, C.B., India. Brigade Surgeon J. A. Scott, M.D., India, &c.

For protection against sun and dust our Luculent Glare Protectors are strongly recommended by the leading Ophthalmic Surgeon.

"MILITARY MEN, ENGINEERS, PERMANENT WAY INSPECTORS, and those whose occupation compels them to sit in the heat of the day, will find these Glasses invaluable. By their use the eyes are kept cool, and dimness of vision, inflammation of the eyes and IRRITATIVE FEVER, consequent on over-exposure to the glare, are prevented."

LAWRENCE AND MAYO, OPHTHALMIC OPTICIANS, (Opticians to the Principal Ophthalmic Surgeons in England and India.) OFFICES:—OLD BOND STREET, London. 3 & 4 HARE STREET, Calcutta. 22 RAMFART ROW, Bombay. Hongkong, 24th July, 1888. [732]

**BOWEN & GORDON FOUNDRY, EAST POINT, HONGKONG.**

A. G. GORDON & Co.

A. G. GORDON & Co. are prepared to undertake every description of ENGINEERING and SHIP-BUILDING WORK, both aloft and ashore, on most reasonable terms.

**PUNCTUALITY AND FIRST CLASS WORKMANSHIP GUARANTEED.**

ESTIMATE FURNISHED FOR THE CONSTRUCTION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS, &c., &c., &c. Hongkong, 1st January, 1888. [741]

#### Insurances.

#### THE NEGLECT OF LIFE ASSURANCE.

THERE is no feature of our civilised life that strikes a thoughtful man with more force than the neglect of LIFE ASSURANCE. By payment of a small quarterly subscription any man of good health can secure a very large sum to his family in case of premature death, yet hundreds of families brought up in comfort—perhaps in luxury—are left in extreme poverty every year from the bread winner having neglected to assure his life. In the East many a man lives up to his income, knowing well that if death cut him off suddenly, his wife and children would be left almost wholly unprovided for. All this can be prevented by Life Assurance.

EVERY FACILITY in connection with Life Assurance Business is afforded by THE STANDARD LIFE OFFICE, one of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to any of the Standard Company's Agents, or to THE BORN COMPANY, LD., Agents, Hongkong. Hongkong, 29th June, 1888. [659]

#### STRAITS INSURANCE COMPANY, LIMITED.

HONGKONG CONSULTING COMMITTEE: F. SMITH, Esq., Messrs. ED. SCHILLIASS & Co. E. L. REUTER, Esq., Messrs. FUSIAU & Co. HEAD OFFICE, SINGAPORE.

STRAITS INSURANCE COMPANY, LIMITED. Subscribed Capital \$3,000,000 Paid Up Capital 600,000 Reserve Fund 85,000

THE above Company is accepting MARINE RISKS to all parts of the World at CURRENT RATES.

STRAITS FIRE INSURANCE COMPANY, LIMITED. Subscribed Capital \$2,000,000 Paid Up Capital 400,000

THIS Company is prepared to Issue POLIC



## COMMERCIAL.

## CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—156 per cent. premium, sellers.

Union Insurance Society of Canton—\$874 per share, sellers.

China Traders' Insurance Company—\$74 per share, sellers.

North China Insurance—115 per share, buyers.

Canton Insurance Company, Limited—\$77 per share, sellers.

Yantai Insurance Association—115 per share, sellers.

Chinese Insurance Company—\$185 per share, buyers.

On Tai Insurance Company, Limited—115 per share, buyers.

Hongkong Fire Insurance Company—\$347 per share, buyers.

China Fire Insurance Company—\$78 per share, buyers.

Hongkong and Whampoa Dock Company, 31 per cent. premium, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$218 per share, sellers.

China and Manila Steam Ship Company—105 per share, sellers.

Hongkong Gas Company—\$135 per share, Hongkong Hotel Company—\$175 per share, sellers.

India China Steam Navigation Company, Limited—12 per cent. div. sellers.

Douglas Steamship Company—\$58 per share, sellers.

China Sugar Refining Company, Limited—\$188 per share, sellers.

Luzon Sugar Refining Company, Limited—\$60 per share, sellers.

Hongkong Ice Company—\$80 per share, buyers.

Hongkong and China Bakery Company, Limited—\$80 per share, buyers.

Hongkong Dairy Farm Co., Limited—\$12 per share, buyers.

A. S. Watson & Co., Limited—\$0 per cent. premium, ex. div. buyers.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—8 per cent. premium.

Chinese Imperial Loan of 1884 C—10 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—12 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—\$4 per share, buyers.

Peak Tin Mining and Smelting Company—\$15 per share, buyers.

Panyong and Sunghie Dua Samantan Mining Co.—\$11 per share, buyers.

Hongkong and Kowloon Wharf and Godown Company—67 per cent. premium, sellers.

Tongkin Coal Mining Co.—40 per cent. premium, sellers.

The Hongkong High-Level Tramway Co., Limited—210 per cent. premium, buyers.

## EXCHANGE.

ON LONDON: Bank T. T. 111 1/2  
Bank Bills, on demand 3/0 @ 3/0 1/2  
Bank T. T. 10 1/2 days sight 3/0 1/2  
Bank T. T. 1 month sight 3/0 1/2  
Bank T. T. 3 months sight 3/0 1/2  
Bank T. T. 6 months sight 3/0 1/2  
Bank T. T. 12 months sight 3/0 1/2  
ON PARIS: Bank T. T. 111 1/2  
Bank Bills, on demand 3/0 @ 3/0 1/2  
Bank T. T. 10 1/2 days sight 3/0 1/2  
Bank T. T. 1 month sight 3/0 1/2  
Bank T. T. 3 months sight 3/0 1/2  
Bank T. T. 6 months sight 3/0 1/2  
Bank T. T. 12 months sight 3/0 1/2  
ON SHANGHAI: Bank T. T. 111 1/2  
Bank Bills, on demand 3/0 @ 3/0 1/2  
Bank T. T. 10 1/2 days sight 3/0 1/2  
Bank T. T. 1 month sight 3/0 1/2  
Bank T. T. 3 months sight 3/0 1/2  
Bank T. T. 6 months sight 3/0 1/2  
Bank T. T. 12 months sight 3/0 1/2

## OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul, \$530 to \$550  
(Allowance, Tails 32 to 50)

OLD MALWA, per picul, \$570 to \$580  
(Allowance, Tails 32 to 50)

NEW PATNA, (without choice) per chest \$498 3/4  
to \$503 1/2

NEW BENARES, (without choice) per chest \$485  
to \$487

NEW BENARES, (bottom) per chest \$497  
to \$500

OLD PERSIAN (best quality) per picul \$560  
to \$565

OLD PERSIAN (second quality) per picul \$555  
to \$560

## CHINA COAST METEOROLOGICAL REGISTER.

STATION.	Barometer.	Thermometer.	Wind.	Direction.	Force.	Remarks.
Whitewatch	30.16	70	...	...	...	...
Tokio	30.15	70	...	...	...	...
Yokohama	30.15	70	...	...	...	...
Shanghai	30.15	70	...	...	...	...
Amoy	30.15	70	...	...	...	...
Hankow	30.15	70	...	...	...	...
Swatow	30.15	70	...	...	...	...
Shanghai	30.15	70	...	...	...	...
Amoy	30.15	70	...	...	...	...
Hankow	30.15	70	...	...	...	...
Swatow	30.15	70	...	...	...	...

30th July, 1888.—At 4 p.m.

STATION.	Barometer.	Thermometer.	Wind.	Direction.	Force.	Remarks.
Whitewatch	30.16	70	...	...	...	...
Tokio	30.15	70	...	...	...	...
Yokohama	30.15	70	...	...	...	...
Shanghai	30.15	70	...	...	...	...
Amoy	30.15	70	...	...	...	...
Hankow	30.15	70	...	...	...	...
Swatow	30.15	70	...	...	...	...
Shanghai	30.15	70	...	...	...	...
Amoy	30.15	70	...	...	...	...
Hankow	30.15	70	...	...	...	...
Swatow	30.15	70	...	...	...	...

## HONGKONG TEMPERATURE.

STATION.	Barometer.	Thermometer.	Wind.	Direction.	Force.	Remarks.
Whitewatch	30.16	70	...	...	...	...
Tokio	30.15	70	...	...	...	...
Yokohama	30.15	70	...	...	...	...
Shanghai	30.15	70	...	...	...	...
Amoy	30.15	70	...	...	...	...
Hankow	30.15	70	...	...	...	...
Swatow	30.15	70	...	...	...	...
Shanghai	30.15	70	...	...	...	...
Amoy	30.15	70	...	...	...	...
Hankow	30.15	70	...	...	...	...
Swatow	30.15	70	...	...	...	...

## MAILS EXPECTED.

The M. M. Co's steamer *Oxus*, with the French mail of the 20th June, left Saigon at 5 p.m. on the 20th instant, and may be expected here on the 1st proximo.

## THE AMERICAN MAIL.

The O. & S. S. Co's steamer *Gallie*, with mails, &c., from San Francisco to the 11th inst., left Yokohama on the 29th, and may be expected here on or about the 4th proximo.

## THE CANADIAN MAIL.

The steamer *Zambesi*, with the Canadian mail, will leave Yokohama on the 31st instant, and is due here on the 6th proximo.

The steamer *Port Adelaide*, with the Canadian mail, left Vancouver on the 20th instant, and is due here on or about the 18th proximo.

## STEAMERS EXPECTED.

The E. & A. S. S. Co's steamer *Tannadice*, left Port Darwin on the 21st instant, and may be expected here on or about the 30th.

The D. D. R. steamer *Hesperia*, left Singapore on the 26th instant, and is expected here on the 1st proximo.

The P. & O. S. N. Co's steamer *Venitia*, from Bombay, left Singapore on the 26th instant, and is due here on the 1st proximo.

The Navigazione Generale Italiana Co's steamer *Silva*, left Singapore on the 27th inst., and is expected here on the 2nd proximo.

The Union Line steamer *Guy Mannering*, from Hamburg, left Singapore on the 27th inst., and may be expected to arrive on the 3rd proximo.

The Union Line steamer *Dorset*, from London, left Singapore on the 28th instant, and may be expected to arrive on the 4th proximo.

The P. & O. S. N. Co's steamer *Teheran*, from Bombay, left Singapore on the 30th inst., and is expected on the 4th proximo.

The British steamer *Batavia* reports that she left San Francisco on the 25th ultimo, Vancouver, B.C., on the 3rd instant, Victoria, B.C., on the 4th, Yokohama on the 21st, and Kobe on the 24th at 6 p.m. From Victoria to Yokohama experienced light westerly winds and foggy weather. From Yokohama to Kobe had strong south-east gale with high sea and thick weather; thence to Hongkong fine weather with moderate south-west winds. On the 24th at 9.30 p.m. picked up two Japanese fishermen off water logged junk in Kii Channel and brought them on to Hongkong.

## SHIPPING IN HONGKONG.

For Straits and Bombay.—Per *Thibet*, to-morrow, the 31st instant at 11.30 A.M.

For Swatow, Amoy, & Foochow.—Per *Namoa*, to-morrow, the 31st instant, at 11.00 A.M.

For Shanghai.—Per *Telamachus*, to-morrow, the 31st instant at 5.30 P.M.

For Swatow and Amoy.—Per *Amoy*, to-morrow, the 31st instant, at 3.30 P.M.

For Swatow and Hongkong.—Per *Devawongse*, on Wednesday, the 1st August, at 11.30 A.M.

For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Anadyr*, on Thursday, the 2nd August, at 11.00 A.M.

For Shanghai.—Per *Kutsang*, on Thursday, the 2nd August, at 3.30 P.M.

For Straits and Calcutta.—Per *Taisang*, on Friday, the 3rd August, at 2.30 P.M.

For Singapore.—Per *Daphne*, on Monday, the 6th August, at 9.00 A.M.

For Yokohama and San Francisco.—Per *City of Rio de Janeiro*, on Wednesday, the 8th August, at 2.30 P.M.

## STEAMERS.

BOKIARA, British steamer, 1,711, S. Bason, 25th July.—Yokohama 17th July, Mails and General.—P. & O. S. N. Co.

CHOW-CHOW-FOO, German steamer, 796, W. Wendt, 25th July.—Saigon 20th July, General.—Tung Kee.

CLARA, German steamer, 674, Christensen, 22nd July.—Haiphong 20th July, General.—Siemens & Co.

DELCOMYN, British steamer, 1,183, F. Ekins, 21st July.—Joana 12th July, Sugar.—Jardine, Matheson & Co.

DEVAWONGSE, British steamer, 1,057, P. H. Left, 21st July.—Bangkok 26th June, Rice and Timber.—Yuen Fat Hong.

FALKENBURG, German steamer, 1,214, Dreyer, 26th July.—Bangkok 19th July, General.—Melchers & Co.

F. British steamer, 1,17, A. Stopani.—Hongkong and Whampoa Dock Co.

FOOKSANG, British steamer, 991, R. S. P. Bradley, 28th July.—Whampoa 28th July, General.—Jardine, Matheson & Co.

HAIPHONG, British steamer, 1,122, Harris, 27th July.—Saigon 23rd July, Rice and Paddy.—D. Laprak & Co.

MORAN, British steamer, 1,411, W. S. Duncan, 27th July.—Saigon 20th July, Rice and Paddy.—Adamson, Bell & Co.

NAMOA, British steamer, 863, T. G. Pocock, 28th July.—Fochow 24th July, Amoy 25th, and Swatow 27th, General.—D. Laprak & Co.

PAKSHAN, British steamer, 843, J. Young, 26th July.—Bangkok 19th July, General.—Hop King.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

PROBONTIS, British steamer, 1,357, William H. Farrand, 27th July.—Nagasaki 22nd July, Coals.—Geo. R. Stevens & Co.

REGIUS, British steamer, 2,179, W. T. Kayle, 24th July.—Kobe 17th July, Coals and General.—Order.

TAISANG, British steamer, 1,505, Jackson, 27th July.—Calcutta 12th July, Penang 19th, and Singapore 21st, General.—Jardine, Matheson & Co.

THIBET, British steamer, 1,671, G. W. Atkinson, 23rd July.—Bombay 17th July, and Singapore 17th, General.—P. & O. S. N. Co.

THOR, Norwegian steamer, 1,228, F. Ivanin, 27th July.—Batoum 13th July, Petroleum.—Order.

WAITING, Chinese steamer, 227, Cheong Sheng, 13th July.—Tamsui 10th July, General.—Sanders & Co.

## SAILING VESSELS.

ARON, Norwegian bark, 634, A. Christensen, 11th July.—Singapore 27th June, Timber.—Order.

COMET, German ship, 1,083, Kaupner, 17th July.—Cardiff 4th April, Coals.—Order.

CUTTER, British ship, 300, J. G. Jones, 30th July.—Shanghai 12th May, 1888, 30th, James Gifford, 19th June, Shanks Bay 12th May, Sandalwood.—Jardine, Matheson & Co.

ERLKONIG, Chinese bark, 457, Oplum Examination hulk, Stonecutters Island.—Chinese Customs.

ESCORT, American bark, 636, R. G. Waterhouse, 15th July.—Iloilo 3rd July, General.—Chinese.

E. J. SPENCE, British bark, 519, J. H. Gill, 14th June.—Newchwang 27th May, Beans.—Chinese.

GRANT, American ship, 1,685, Wm. Reed, 19th July.—New York 12th April, Oil.—Order.

G. H. WAPPAUS, British bark, 533, Engleson, 21st July.—Tientsin 29th June, Bones.—Butterfield & Swire.

HEINRICH, German ship, 923, F. H. Bannau, 20th May.—Middlesborough 17th Dec, Iron and Coals.—Arnhold, Karberg & Co.

HVDRA, Danish bark, 786, C. Christensen, 6th July.—Hamburg 11th March, General.—Arnhold, Karberg & Co.

JOHN NICHOLSON, British bark, 685, W. Quino, 8th July.—London 1st March, Coal.—P. & O. S. N. Co.

SACHM, American ship, 1,311, J. L. Bartlett, 20th June.—Cardiff 17th March, Coal.—P. & O. S. N. Co.

SPINAWAY, British sch., 325, J. Garlich, 23rd June.—Shanks Bay 20th May, Sandalwood.—Siemens & Co.

WARDENBERG, American ship, 1,650, D. C. Nichols, 11th July.—Shanghai 19th June, General.—Futau & Co.

YOUNG SIAM, Siamese bark, 789, G. Koek, 16th June.—Put back, General.—Chinese.

## RIVER STEAMERS.

Fatahan, British steamer, 2,260, S. W. Goggin, Hongkong, Canton, & Macao Steamboat Co.

Hamkoo, British steamer, 2,235, Lloyd—Butterfield & Swire.

Ho-nam, British steamer, 1,377, G. B. Leifavour—Hongkong, Canton, & Macao Steamboat Co.

Kiung-chow, British steamer, 1,590, E. Gaine—Hongkong, Canton, & Macao Steamboat Co.

Pasig, Chinese steamer, 284, J. W. Stavers—Tok Kee.

Kiang-ping, Chinese steamer, 360, Holmes—China Merchants S. N. Co.

Powan, British steamer, 1,890, J. P. Hoyland—Hongkong, Canton, & Macao Steamboat Co.

White Cloud, British steamer, 1,27, W. J. Raby—Hongkong, Canton, & Macao Steamboat Co.

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Tannadice	Port Darwin	July 30th	Russell & Co.
Venitia	Bombay	August 1st	P. & O. S. N. Co.
Oxus	Marseilles	August 1st	Messageries Maritimes.
Hesperia	Singapore	August 1st	Siemens & Co.
Stura	Singapore	August 2nd	Carlowitz & Co.
Guy Mannering	Hamburg	August 3rd	Russell & Co.
Dorset	London	August 4th	O. & O. S. S. Co.
Teheran	San Francisco	August 5th	P. & O. S. N. Co.
Zambesi	Bombay	August 6th	Adamson, Bell & Co.
Port Adelaide	Vancouver	August 18th	Adamson, Bell & Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London and Hamburg	Merionethshire	Adamson, Bell & Co.	August 3rd.
Marseilles, via Saigon	Anadyr	Messageries Maritimes.	Aug. 2nd, at noon.
Bremen, & Ports of Call.	Preussen	Melchers & Co.	Aug. 2nd, at 10 a.m.
Genoa, & Ports of Call.	Stura	Carlowitz & Co.	Aug. 11th, at 10 a.m.
Havre and Hamburg	Daphne	Siemens & Co.	Aug. 6th, at 10 a.m.
San Francisco, via Yama	City of Rio de Janeiro	Pacific Mail S. S. Co.	Aug. 8th, at 3 p.m.
Port Darwin, &c.	Gaelic	O. & O. S. S. Co.	Aug. 18th, at 3 p.m.
Vancouver, B.C., via K. &c.	Changsha	Carlowitz & Co.	Aug. 2nd, at 4 p.m.
Bombay, via Straits	Taihang	Adamson, Bell & Co.	Aug. 23rd, at 3 p.m.
Saigon, Singapore, &c.	Thibet	Jardine, Matheson & Co.	Aug. 23rd, at 3 p.m.
Yokohama, via N. &c.	Borneo	P. & O. S. N. Co.	To-morrow, at noon.
Nagasaki, Kobe, &c.	Bokhara	Jardine, Matheson & Co.	About Aug. 3rd.
Kobe and Yokohama	Moray	Adamson, Bell & Co.	To-morrow, daylight.
Chefoo and Tientsin	Delcomyn	Gibb, Livingston & Co.	Aug. 1st, at 4 p.m.
Shanghai, Kobe, &c.	Kwongsang	Jardine, Matheson & Co.	Quick despatch.
Shanghai	Oxus	Messageries Maritimes.	To-morrow.
Shanghai	Telemachus	Butterfield & Swire	About August 2nd.
Swatow and Bangkok	Kutsang	Jardine, Matheson & Co.	To-morrow, at 4 p.m.
Coast Ports	Proponis	Gilman & Co.	August 2nd, at 2 p.m.
	Devawongse	Yuen Fat Hong	To-morrow, daylight.
	Namoa	Douglas Laprak & Co.	Aug. 1st, at noon.
			To-morrow, at noon.

## Intimations.

**PIANOS! PIANOS! PIANOS!**

**HEUERMANN, HERBST & CO.,**

SOLE AGENTS FOR THE

**TRANSPOSING SCREW TUNED PIANOS.**

WITH Mechanism for transposing for the accompaniment of singing or other instruments, being specially built for damp and hot climates by the celebrated works of

**WILLIAM SCHÖNLEIN,**

"BERLIN."

We invite the public before making any rash purchase to come and try these first class Pianos.

**HEUERMANN, HERBST & CO.,**

Sole Agents.

Hongkong, 18th May, 1888.

## W. POWELL &amp; CO.

JUST RECEIVED THE FOLLOWING AMERICAN NOVELTIES.

**ALASKA REFRIGERATORS.** These refrigerators are constructed upon strictly scientific principles and produce better results with less ice than any others.

**Star Ice Cream Freezers.**

**Clifford Canopy Hammocks.**

**"A Luxury for the lawn or verandah."**

**Bathing Tubs.**

**Electric Spring Lounges.**

**American Spring Mattresses.**

**VICTORIA EXCHANGE,**

Hongkong, 10th July, 1888.

## INTIMATION.

**J. Blackhead & Co.,**

SHIP-CHANDLERS, SAIL-MAKERS,

AND

PROVISION MERCHANTS,

NAVY CONTRACTORS,

AND

GENERAL COMMISSION AGENTS,

No. 11, Praya Central.

(Opposite Padder's Wharf).

## SOLE AGENTS FOR RAHTJEN'S GENUINE COMPOSITION.

THE BOTTOMS OF IRON SHIPS

**CARBOLINEUM AVENARIUS**

PRESERVATIVE AGAINST

**ROTTING, DECAY, &c., OF WOOD.**

**CHR. MOTZ & Co., BORDEAUX, CLARETS.**

**IMPERIAL CHAMPAGNE,**

**LA GRANDE MARQUE.**

**FLENSBURG STOCKBEER,**

**ENGINEERS AND BLACKSMITHS' TOOLS,**

**AND EVERY KIND OF SHIP'S**

**STORES AND REQUISITES**

**ALWAYS IN STOCK**

**AT**

**REASONABLE PRICES.**

**ALL KINDS OF**

**COALS**

**SUPPLIED AT THE SHORTEST NOTICE.**

Hongkong, 1st January, 1885.

**G. FALCONER & CO.**

**WATCH AND CHRONOMETER**

**MANUFACTURERS**

**AND**

**JEWELLERS.**

**NAUTICAL INSTRUMENTS,**

**CHARTS AND BOOKS.**

No. 46, QUEEN'S ROAD CENTRAL.

**MITSUBI BUSSAN KAISHA.**

**SOLE AGENTS FOR**

**THE MIKE COAL MINE.**

**BUNKER COALS** can be supplied to any Steamer lying in the harbour or coming alongside the KOWLOON WHARF on application to the Undersigned.

**Y. FUKUHARA,**

Acting Manager.

Hongkong, 19th January, 1888.

## FOR SALE.

**"EMPIRE" LIGHT PALE ALE** IN "EMPIRE" EXTRA STOUT... BOTTLES.

**PRICES.**

Ale, Pints \$1.30 doz. or \$10.25 per 8 doz. cask.

Quarts 2.30 " " 9.00 " 8 " "

Stout, Pints 1.30 " " 10.25 " 8 " "

Quarts 2.40 " " 9.50 " 4 " "

**W. G. HUMPHREYS & Co.,**

Bank Buildings.

Hongkong, 27th July, 1888.

## HONGKONG TIMBER YARD, WANCHAI.

**OREGON PINE SPARS AND LUMBER**

**ALWAYS ON HAND.**

**L. MALLORY,**

Proprietor.

Hongkong, 10th June, 1888.

## NOW READY.

**THE PRAYA RECLAMATION SCHEME.**

**A FULL ACCOUNT** of the proceedings in connection with this gigantic undertaking, reprinted from the *Hongkong Telegraph*. With plan of the city of Victoria, showing the intended Reclamation.

**PRICE ONE DOLLAR.**

To be obtained at Messrs. KELLY & WALSH, LD., Messrs. LANE, CRAWFORD & Co.'s; and Mr. W. BREWER'S.

Hongkong, 12th July, 1888.

## FOR SALE.

**GERMAN BEER.**

**BRÄUEREI "ZUR EICHE" KIEL.**

\$7.25 per Case of 4 Dozen Quarts.

9.00 " 8 " "

**EDUARD SCHELLHASS & Co.,**

Sole Agents.

Hongkong and China.

Hongkong, 3rd May, 1888.

## CHS. J. GAUPP &amp; CO.

**CHRONOMETER, WATCH, AND**

**CLOCK-MAKERS.**

**JEWELLERS, SILVER-SMITHS, AND**

**OPTICIANS.**

**CHARTS AND BOOKS.**

**NAUTICAL INSTRUMENTS.**

**SOLE AGENTS:**

for Louis Audemars' Watches; awarded the highest Prize at every Exhibition; and for Volgelinder and Bohn's celebrated OPERA GLASSES, MARINE GLASSES, AND STYGLASSES.

No. 8, QUEEN'S ROAD CENTRAL.

## Intimations.

**THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.**

THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates.

By Order,

**ISAAC HUGHES,**

Secretary.

Hongkong, 20th April, 1888.

**THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.**

NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn at the Kowloon Wharves will have free storage for 14 days from arrival, after which a RENT of 3 Cents per Bale per Month will be charged.

**ISAAC HUGHES,**

Secretary.

Hongkong, 7th November, 1887.

**THE HONGKONG HIGH LEVEL TRAMWAY COMPANY, LIMITED.**

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th May.

## WEEK DAYS.

The CARS RUN as follows between St. JOHN'S PLACE and VICTORIA GAP:—

8 to 10 A.M. every quarter of an hour.

12 to 2 P.M. " half hour.

4 to 8 " " quarter of an hour.

## SUNDAYS.

8 past 12 to 4 past one every quarter of an hour, and from 4 to 8 P.M. every quarter of an hour.

Single Tickets may be obtained in the Cars. Gentlemen are requested NOT TO SMOKE in the Middle Compartment. Tickets for 10 trips up and 30 trips down, First-class, at \$12.00;